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HONGKONG, TUESDAY, SEPTEMBER 25TH, 1923.

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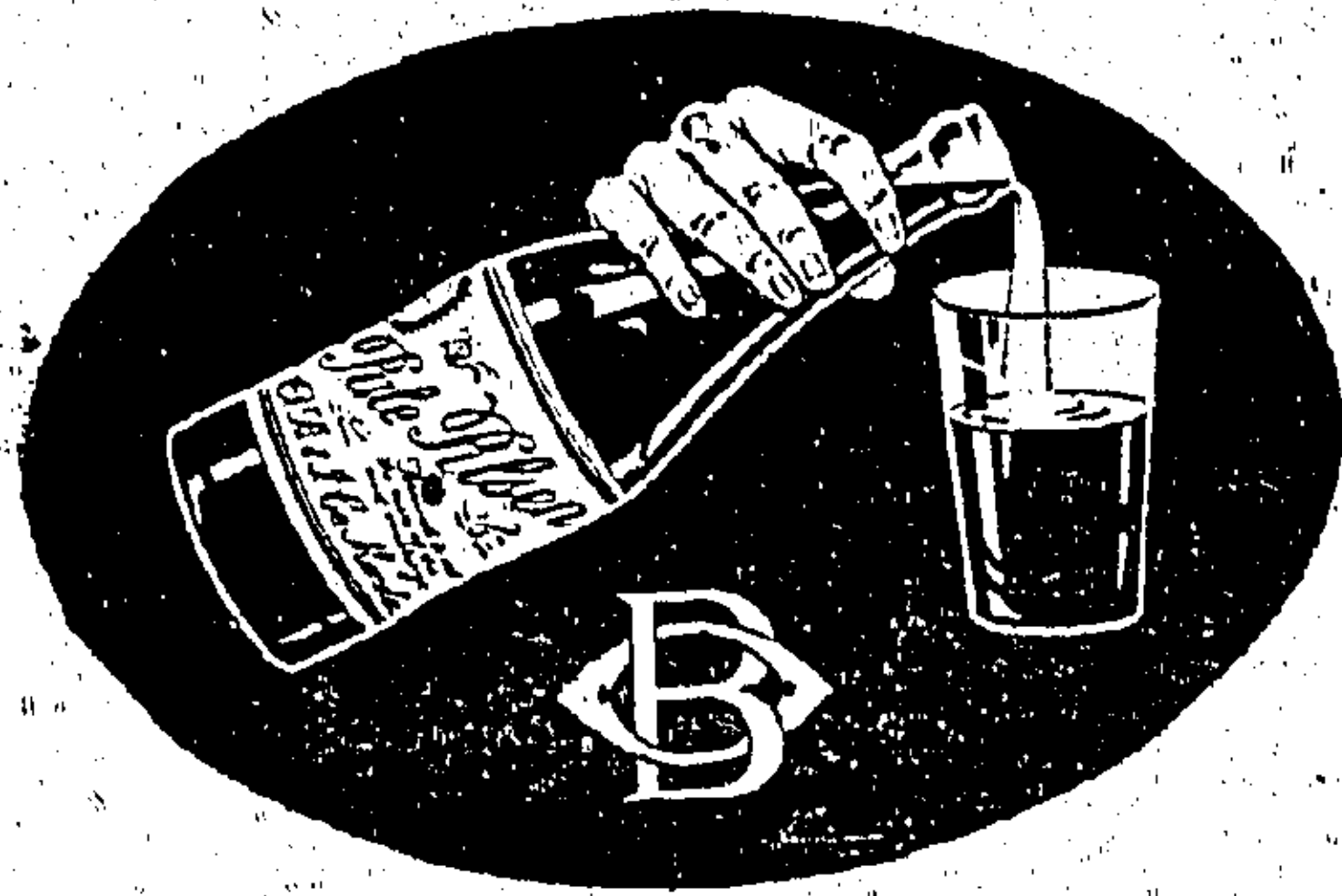
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SCOTTISH LETTER.

ROYALTY IN SCOTLAND.

(FROM OUR OWN CORRESPONDENT.)

Edinburgh, August 22nd.

The Highland season is at its height. The King is in the North; and for the next two months the Court will be in the North and not in London. The Queen will shortly follow His Majesty to Balmoral, the Prince of Wales has joined the Duke and Duchess of York at Glamis, and the Princess Royal and Princess Maud are also in Scotland. Not since the Court was first held at Balmoral have the Highlands been privileged to welcome so many representatives of the reigning House. It is interesting to note that the foundation-stone of Balmoral Castle was laid exactly 70 years ago, and that it was on the neighbouring Braes of Mar that the standard of the Stuarts was unfurled at the great Rebellion.

The King always wears a kilt of hunting Stuart tartan when in the Highlands, and his example is followed by a majority of the Scottish and a good few of the English sportsmen. He is even more popular at Balmoral than at other Royal residences, partly, no doubt, because of his good shooting. His hand has not lost its cunning, and he still ranks as one of the six best game shots in the country. It is true his record does not equal that of the veteran Marquis of Ripon, who has in his time shot nearly 600,000 head of game, but His Majesty has nevertheless some remarkably good bags to his credit. The King's holiday at Balmoral is not spent entirely in shooting or rambling. On days when he feels a little less energetic than usual, he is wont to pass the time on the Castle bowling green. Many useful players are among the loyal suite, and the King himself puts up a good show with the woods.

WHAT DEER AND GROUSE COST.

Deer stalking, which will soon be in full swing, is one of the most expensive of sports, a deer forest rental being based usually on the figure of £20 per stag shot—a fixed number being previously stipulated. Many forests, of course, are let at an inclusive rental for deer, grouse, and fishing, but even so, the cost of the deer stalking works out much the same.

This year the first grouse to arrive in London on the Twelfth of August—and which, by the way, were conveyed thither by aeroplane—sold at two guineas per bird. Next day the price fell to £1 a brace, and was soon thereafter reduced to half that. Perhaps the average market price of grouse over the whole country for any one season is somewhere about five shillings. If grouse sold at the rate obtained for the first consignment to reach London, the leasing of grouse moors would be a profitable financial concern. At five shillings a brace any such prospect vanishes. Grouse shooting has never paid its way, and never will. It is a generally received axiom that grouse cost the sportsman £1 per brace. The figure is an average one. The cost per bird to the grouse-shooter naturally varies with the seasons, but the greatest variations are to be found in shooting rentals. The rental per acre varies from sixpence to half-a-crown, according to the degree of production. In good seasons many birds are shot, in bad seasons few. Thus there may be an enormous variation in the cost per bird in two successive years.

LONDON SCOTSMAN FOR CANADA.

A detachment of 50 officers and men of the London Scottish, under the command of Colonel G. C. K. Clowes, have just sailed for Canada, the purpose of the trip being to cement the affiliation of the Toronto Highlanders with the London Scottish, which took place towards the end of the war. They are a versatile lot these London Scots. Each man is a first-class athlete, some are boxers, others are sprinters, they can put cricket and football teams in the field if required, and quite a number are good Highland dancers. The Scots will pay their own travelling expenses, but in Canada will be the guests of the Government and their Toronto comrades.

The idea of such reunions is one well worth extension, but perhaps it could only be carried out to any extent by Scots, with their proverbial clannishness. There was generally close camaraderie between the non-regular "Jock" battalions. They had in common not only the immortal garb of Old Gaul and their Scottish tongue, but there was a slight likeness in the part of most of the regular kilted battalions. The regulars were sometimes inclined to be jealous of "outsiders." Yet the latter were originally more purely Scots than the regular "Jocks," who included always a proportion of Saxons in their platoons. And the proud tradition of the kilted fighters—that no foe man ever gazed upon their plumes, which are at the back of the kilt—was well maintained by these "outsiders." The London, Liverpool and Tyneside Scottish, like their overseas comrades, the Canadian and South African Scottish, ranked high in the estimation of expert critics who knew the stoutest campaigners.

SHIP NAMES.

In finding names for the three liners which are now being built on the Clyde, the P. and O. Line is faced with some difficulty, for it has long been its policy to give all sister ships names with the same initial letter, and there are now so many classes in the fleet that few suitable letters remain unoccupied, each name being expected to have some connection with the company or its route. Choosing the letter R as the initial, and taking

(Continued at foot of next Column)

AFRICAN MANDATED TERRITORIES.

LIONS GOING STRONG IN TANGANYIKA.

The difficulties of administration in Tanganyika are emphasised in the official report for 1922, which dwells on the multiplication of big game. Lions have retained taste for human flesh acquired during the war. Their boldness is incredible. Whole villages are terrorised. Their extermination by specially trained native tappers is most difficult, as they lie concealed in dense bush in the daytime, and raid villages at night. Sixty-seven people have been killed in Tabora district alone. Rewards were paid and three hundred lions and eight hundred leopards were killed in the first six months. Elephants and eland are most destructive of crops, eland being particularly fond of cotton.

The report regrets jealous rivalry among Christian missions in certain districts, resulting in unadvised competition and bewilderment of the natives. It urges Christian societies to recognise the principle of spheres of influence to the profit of Christianity equally with pagans. Owing to lack of tribal cohesion the chiefs lack control over their subjects. As the old tribal organisation was destroyed in the process of establishing German authority, numerous petty headmen have sprung up, commanding little respect. The administration's policy of righting the paramount chiefs is showing pleasing results. The report alluding to efforts to stamp out witchcraft, says that medicine men are chiefly responsible for infanticide, which is still prevalent among the Wapare tribe, who destroy children afflicted with the slightest abnormality by suffocation, poisoning or starvation, because the medicine men declare such children are unlucky. The Wachagga and Wazigwa tribes have abandoned these abominations. It is hoped that the Wapare will shortly follow their example.

into consideration the fact that they were specially designed for the Bombay mail trade, the new 15,000-ton ships are to be named *Rajputana*, *Rajaputani*, and *Rajputra*, good round-sounding names suited to the trade. But they have the disadvantage that there will be considerable difficulty in getting the average dockers to make them intelligible.

WHERE SCOTS SCORE.

We Scots often have occasion to pride ourselves upon the superiority of our laws as compared with those of England. That we take fewer opportunities than other nations of getting ourselves mixed up with these laws seems to be a further matter for self-congratulation. For, according to figures just published, Scotland appears to be the least litigious of all nations. Whereas England has 42, France 53, and Germany tops the list with 72. Our English friends will probably conclude that the Scots dislike of lawsuits is due to the fact of their cost. But Scots lawyers manage to do pretty well out of their limited opportunities. And perhaps the better lesson to be read from the statistics quoted is that these reflect our native Scots canniness and the ability to settle our differences without having recourse to outside aid.

"THE FLYING SCOTSMAN."

An Olympic Games expert who has returned to Britain after a tour of inspection in Northern Europe in order to see for himself and advise as to what other nations are doing for next year's great struggle declares that the sprinting of J. H. Liddell, "the flying Scot," is the whole talk of the Continent. From the English side pressure has already been brought to bear upon him not to engage in too many close of the season races, and to abstain from Rugby during the winter. And needless to say they are being supported by the "great body of opinion in the North."

FINANCIAL CHAOS RUINS OUR FISHERMEN.

This has been a disastrous season for the fishing communities on the East Coast of Scotland, particularly on the Moray Firth. They have a black winter before them. A leading authority stated with emphasis that "Ruin, unless a miracle happens, stares the fishermen in the face." Where, when, or how any such miracle could happen he had not the faintest idea. He mentioned that the Ruhr district alone normally consumed 1,000 barrels of cured herring daily, but this outlet was greatly restricted by the tax imposed by the French and the depreciated German currency.

THE NEW CHIVALRY.

On the summit of Ben Nevis I witnessed an incident that might well furnish a theme for poet or philosopher. I was standing on the edge of the great precipice near the Observatory, and was gazing down into the tremendous abysses where the mist boiled and eddied. Just at my feet a steep muddy slope led to a patch of snow which fell away at an abrupt angle into a fearsome void. I felt quite brave to be where I was. At this moment a young man, accompanied by two young women, came along and stood beside me. The man, in the rich accents of Lancashire, remarked that he wouldn't half like to make a snowball in August, whereupon, to my amazement and horror, one of the girls skipped over the edge, slipped down the mud on to the snow slope, and returned with a handful of snow, which she presented to the by no means abashed swimmer. He accepted the offering with the most delightful grace in the world. I recalled the ancient story of King Francis, and the lady's glove. Changed times, my masters!

WORLD THEATRE

MONDAY 24th, & TUESDAY, 26th September,
at 5.15 and 9.15 P.M.

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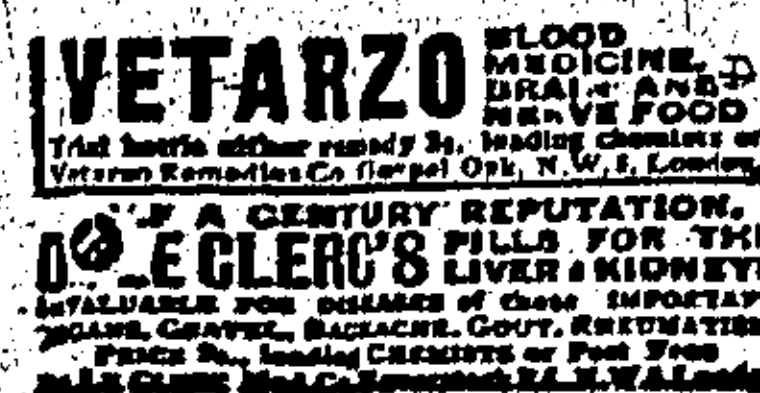
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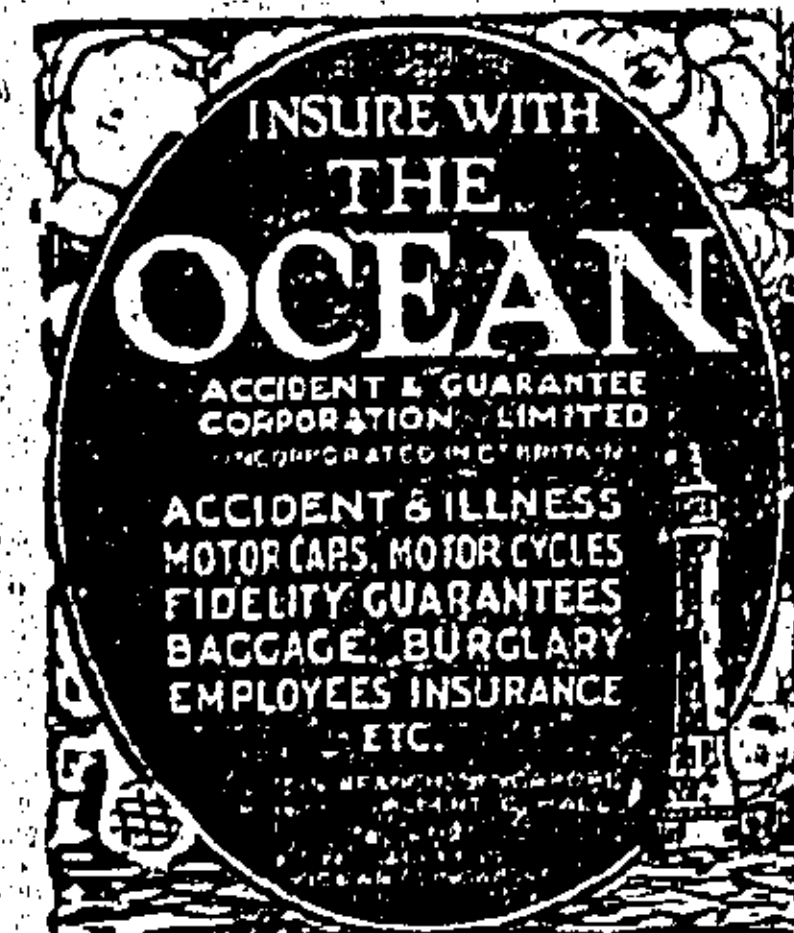
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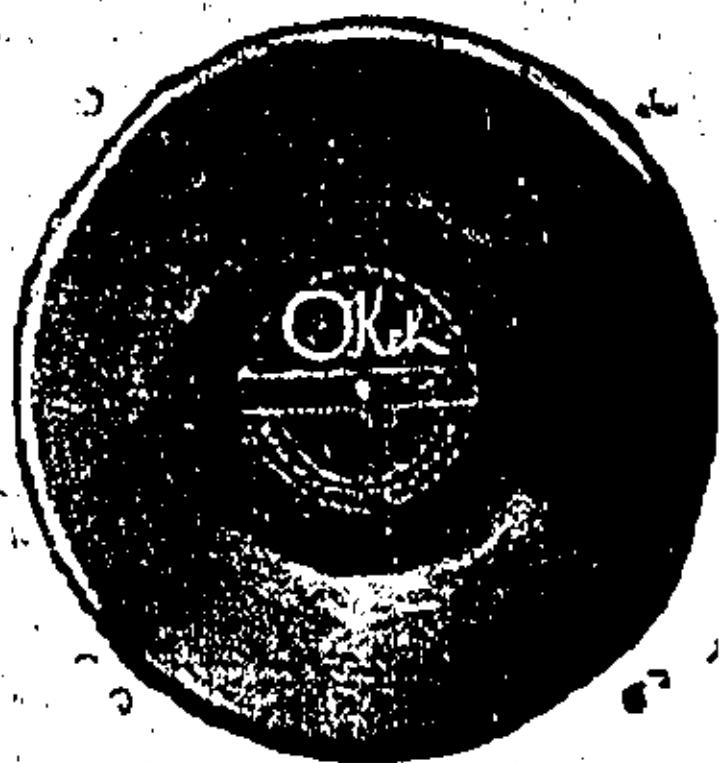
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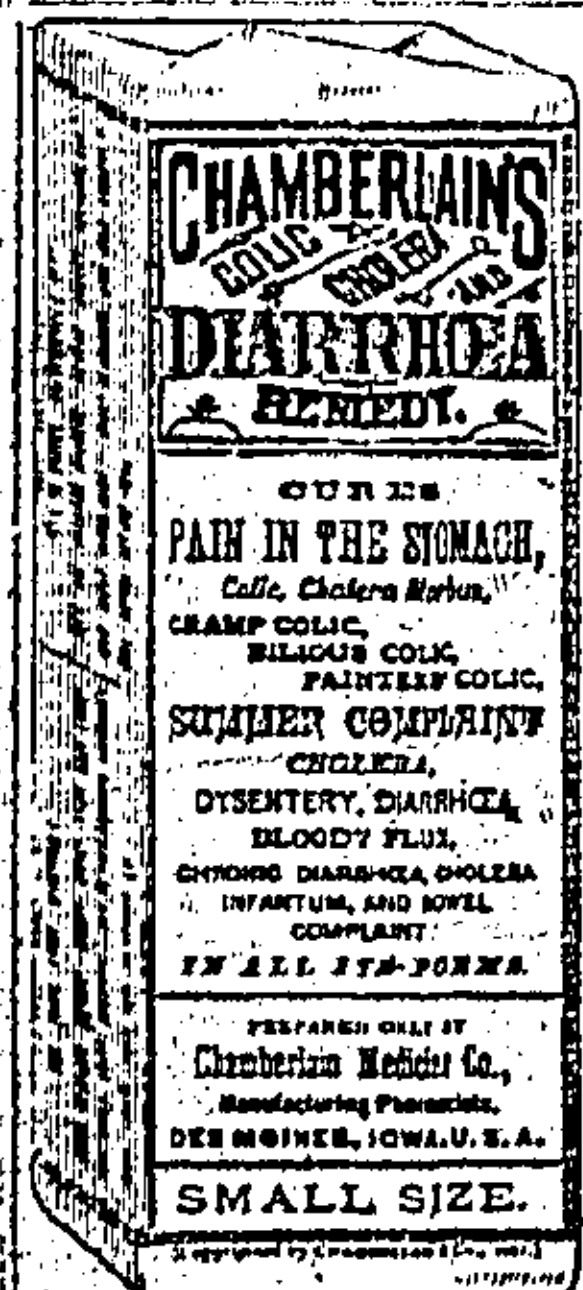
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By critics everywhere, the ideal actress to portray "ALICE ADAMS."

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[FROM INDIAN PAPERS.]

TUBERCULOSIS.

A SCIENTIST'S SPENT FORTUNE.

London, August 21st.

The Geneva correspondent of the London Daily Express says: Dr. Spahlinger's fortune of about £80,000 is exhausted, and he is in debt to the extent of about £20,000 through the cost of his experiments. But he has refused a tempting offer to commercialise his remedy, as he insists that the exploitation of his specific would result in inferior serums being offered, and would place the remedy beyond the reach of the poor and prevent the publication of the formula throughout the world when the time was ripe.

Dr. Spahlinger refused a proffered fee of £4,000 to treat a patient, and ignored an offer of £50,000 with a half share, to form a company to manufacture the serum. Recently he has received sufficient support from Britain to enable him to continue his work for a few months if his creditors refrain from foreclosing, which is unlikely. The sum of £50,000 is required to liquidate the mortgages and keep the institution open for a sufficient period to enable him to produce serum and vaccine for a world's test.

It is impossible to produce the remedies immediately because of the interruption of the doctor's work. The attitude of the British Government is that Dr. Spahlinger's is *prima facie*, a cure for tuberculosis, but it is unable to help financially until the specific has been produced and tested by its experts. The specific cannot be produced and tested until funds are forthcoming.

Meanwhile Dr. Spahlinger struggles valiantly in his laboratory, which is a marvel of scientific equipment. One apparatus took seven years to construct. There is a small staff of assistants, all ex-patients of Dr. Spahlinger.

IRISH ELECTION FIGURES.

London, September 1st.

An official statement issued in Dublin declares that the electorate of the Free State has massed themselves on the side of the Treaty for which 73 per cent. or more than a million votes were polled in the East. The ten principal irregular leaders obtained only 63,000 votes while the Ministers responsible for the Government last year polled 134,000.

The Republican weekly *Sinn Féin* declares that the election is beneath contempt and accuses Government among other things, of raiding election rooms, arresting election agents and firing on election meetings of all non-Government parties.

Meanwhile, however, the Republicans are reported to be congratulating themselves on their successes and talk of reconsidering their decision not to take their seats in the Dail, though it is not explained how they can do so without taking the oath. It is pointed out that if the Republicans take their seats they and the Labourites would form a formidable opposition.

APPEAL BY EX-CROWN PRINCE.

London, September 2nd.

The Berlin correspondent of the Daily Mail states that disclaiming political pretensions the ex-Crown Prince has petitioned the Government for permission to visit his family to settle affairs and then to find work. The Government wished to reject the petition summarily, but on second thoughts suspended a decision, as a consent may win support from Nationalist and Monarchist elements, if Government is forced to adopt an unpopular Ruhr policy. The assent of the Prussian Government is necessary before the Prince returns home. The Prussian Minister of the Interior states that he does not object, but the Prince demands a free hand to suppress secret societies formed to promote military discipline and training.

TEST FOR IMMIGRANTS.

PROPOSED NEW AMERICAN LAW.

Mr. James J. Davis, Secretary of Labour in the United States Government, stated that he has been visiting London to see whether the plan laid down in the Immigration Bill he is drafting for Congress is practicable.

The Bill, he said, provides for the selection of immigrants to the United States before they leave their homes. "The man or woman who goes to the United States," he added, "must be of a type mentally, morally, and physically capable of appreciating the advantages of life in the Republic and of making the fullest measure of success socially, economically, and politically. The greatest fault of emigration to the States is that it gives the privilege of selection to the Government of the country where the immigrant starts forth. If that Government sees fit to let the immigrant out of the country he may be returned because he is unfit. We want to save the breaking up of homes and the expenditure of money by the immigrant by instituting severe tests in his own country."

"My Bill will provide for health, physical and mental tests, and also, what is of the utmost importance, a test of character. We must make our new citizens worthy of America and America worthy of her new citizens."

The sixth and final heat of the British American Yachting Cup contest enabled the British team to add to their already substantial lead.

RECKLESS STRIKE LEADERS.

MR. CLYNES DENOUNCES
DOCKERS' POLLY.

"COSTLY VANITY."

An attack on the recent unofficial dock strike and its leaders, on the policy of relief pay before work and the Government's unemployment schemes, was made by Mr. J. R. Clynes, M.P., in his presidential address at the opening of the annual conference of the National Federation of General Workers at Cambridge. Resistance of the dockers to further wage reductions, he said, should not be lost as a lesson on those employers who looked to wage reductions as a cure for industrial and economic trouble, or on workmen, who must find a way to resist wage reductions without having to revolt against agreements which they had sanctioned and their accredited representatives had signed. An agreement was usually a thing to be respected and its terms were commonly observed even when they did not express a good bargain. If a bargain had been made and turned out to be a bad one it must be kept. Workmen would be the first to insist on that principle for employers if the bargain turned out to be good for the men and bad for their masters.

TWO MANY DISPUTES.

After reference to a year which had produced too many of those unhappy disputes which occurred between members of a trade union and their leaders, and sometimes between union and union, Mr. Clynes denounced unofficial leaders like those now prolonging the London dock strike. He said:

"Official and responsible leaders cannot promise perfection, but the gross unfiness and the costly vanity and blindness of the would-be leaders who have tried to attain the impossible should afford a lasting lesson to organised workmen."

"Submission to bad terms is bad enough, but piecemeal surrender after a wasteful and exhausting spell of idleness is an experience which workmen cannot afford, even if a few reckless persons suddenly playing at leadership can afford it."

£400,000,000 IDLENESS.

"Work for wages must take the place of relief for idleness," he declared after making these comments on Government unemployment schemes:

"Some work is to be found for about one man in a dozen. The others will be kept in idleness at a cost of towards £2,000,000 a week. Ministers who ought to spend public money in wages for constructive work actually make a hoast of giving it away. They have just told us that the gift has already reached £400,000,000."

"This news is heard by a lot of crazy die-hards and scared middle-class Tories who help to find the money and applaud the Government for its waste. It is only because timidity and incompetence have become common features of Government action on economic questions that this colossal waste does not now arouse furious indignation."

But there was, he added, some sign that this prodigal policy would not be tolerated without end.

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Union Insurance	\$325 b. & ss.
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"Star" Ferries	\$32½ b.
China Sugars	\$219 b. 218 ss.
Langkai (Combined)	Tls. 35½ b. 36 ss.
Kowloon Wharves	\$155 ss.
Whampoa Docks	\$153 ss.
Shanghai Docks	Tls. 92 b. 92/82½ ss.
Ewo Cottons	Tls. 3.45 b. 13.55/13.60 ss.
Cements	\$6.87 b. 6.87/28.50 ss.
Hongkong Ropes	\$30 ss.
Dairy Farms	\$23.10 b. & ss.
Hongkong Electric	\$41 b.
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EARTHQUAKES.

DR. IMAMURA'S THEORY.

Dr. Imamura, of Tokyo Imperial University published a book entitled "Seismology" some 15 years ago, in which he contended that Tokyo, which is in one of the earthquake zones, suffers from disastrous shocks once in every 100 years on an average, mentions the *Japan Chronicle*. The present style of buildings and the waterworks in the capital, he therefore contended, should be modified. The book brought down upon the author attacks from Dr. Omori and the Tokyo Press, who treated Dr. Imamura as insane or something worse. Dr. Imamura is said to have stated to a representative of the *Mainichi*:

"I regret that my theory has stood the test of fact and Dr. Omori's view has fallen to the ground. At the time when I published my study I was the butt of scathing criticism and jeers and derision. The Department of Education ordered us to recant, on the ground it frightened the citizens. I would not give in and went on fighting, but things grew so hard that I was weak enough to be silenced. If I had fought to the bitter end we might have got off with smaller damage. Dr. Omori held the opposite view, and said a disastrous earthquake would not visit Tokyo for at least several hundred years, and that the idea that there would be an earthquake every hundred years was not warranted by seismology. The difference between his view and mine arises from the fact that he bases his computation on an area much smaller than I do. Dr. Omori says unless an earthquake has its centre in Tokyo or neighbourhood it will not work disaster in Tokyo. On the other hand, I say it is possible for Tokyo to be affected even if the centre of the disturbance lies far out in the Pacific. It depends upon the severity of the shock. On the theory of Dr. Omori the earthquake that visited Tokyo in 1703, followed by a conflagration, removed the possibility of another for about 300 years. On my hypothesis, however, the centre of a disturbance far from Tokyo may destroy the capital, as has now been proved."

Dr. Imamura's theory of 100 years is as sound a one as any other, since it is quite impossible to establish any periodicity for earthquakes. The best point of view for places in the earthquake zone is that earthquakes may occur at any time.

QUAKEPROOF.

WHAT TYPE OF BUILDING IS BEST.

TRIUMPH OF THE IMPERIAL HOTEL IN TOKYO.

People from Tokyo hardly tire of talking of the marvel of the Imperial Hotel. The critics of that building had declared it would be a death-trap in case of earthquake, but there it stands with hardly the least crack, and only a few of the high standard cases thrown. After the severe shocks of the first day of the earthquake people slept confidently during the quakes which followed for several nights, and remained inside during the day. One guest says he felt it was safer there than outside. He didn't know how it was done, or what stuff it was made of, but even the ceiling kept up. In his room there was not a crack. He reckoned there was only one man who could now come to Japan and get big contracts for quake-proof buildings, and that was Mr. Wright, the long-haired architect of that hotel.

Others have remarked that they would be glad to have shares in that company. As to reinforced concrete buildings, one hears all sorts of opinions. In Tokyo one such building, which was declared by its architect to be about the best constructed in the city, is now an unsightly wreck, and not far from it there is an ordinary brick building that has stood. The high telephone building under construction in Yokohama, on the other hand, is a fine example of reinforced construction that has stood the test. Certainly the proportion of reinforced walls that are standing seems to be larger than of brick. And then as if to ridicule theories some of the very lofty brick chimneys rear their height as if there had been no shock. There seems little to be said for Japanese wooden houses with heavy tiled roofs in a really severe shock.

Engineers point out that reinforced concrete is not one type of construction but many. All that the layman can say is that there seems to be plenty for the experts to puzzle over. But the marvel of the Imperial Hotel remains. It covers so large an area, that, having stood in every wing, it can hardly be considered to have merely had luck. The severity of the test may be gauged from the foundations that have certainly settled in parts. For instance the level of a bath is found altered. What has frequently been ridiculed as a freak building will create more interest than ever. *N.Y. Daily News.*

INSURANCE COMPANIES AND THE EARTHQUAKE.

The *Japan Chronicle* says:—In all the discussion concerning fire insurance, and whether the companies will pay on the earthquake risks, there has been a great deal about "moral obligation" and about the advantage of creating confidence by at least a partial payment. Some of the foreign companies concerned might be able to purchase the goodwill for future business on such terms; but speaking generally any attempt on the part of the fire companies to meet even 10 per cent. of a risk they had not really undertaken would impoverish or bankrupt them, and would be an injustice to the people outside Tokyo, and Yokohama, who had insured in them. To ask the companies to pay up even a fraction is equivalent to asking all others insured to accept default, and would drive all these other insured into the arms of companies not so affected, rather than secure good future business for the companies paying up.

RUSSIAN VESSELS AT WOOSUNG.

THREE MORE TRANSPORTS ARRIVED.

CHINESE PROHIBITION ON THE MEN LANDING.

Three Russian vessels arrived at Woosung last week, having on board a large number of "refugees." The Chinese authorities took special precautions against members of the party landing in Shanghai.

The secretary of Lieut-General Gleboff, the officer in command of the vessels, informed a representative of the *N.Y. Daily News* that the three steamers are the *Okhotsk*, *Mongulsk* and *Statichinsk*, transports once the property of the late Imperial Russian Government, and they have on board 842 men, practically all of the Russian Army of the old régime. There are no women or children on board. For some time past these men have been in Korea, engaged on irrigation and other public works, and their services no longer being in demand there, have put in to Shanghai for a temporary stay. The ultimate destination of the ships has not yet been decided—probably they may proceed to Europe—but at present plans are "in the air," so to speak.

SHIPS IN NEED OF REPAIR.

The General and his men are very unhappy about the Chinese authorities' decision to refuse them a landing. It is pointed out that these men are not political refugees, and they are not here for the purpose of seeking charity. They have on board sufficient foodstuffs, with the exception of meat, to last them for four months, and sufficient funds to provide for all needs over a considerably longer period, so that they will not be under the necessity of approaching local charity organizations. General Gleboff states that it was necessary for him to call at Shanghai to have repairs made to the boilers of the *Mongulsk*, which are badly leaking, and also to have minor repairs attended to on the other vessels, the three of which should be made seaworthy in about one month's time. In the special circumstances, he asks that the authorities might reasonably allow his men to come ashore for necessary rest and change, and also in order to equip themselves for their further travels. If permission is given for the men to land, guarantees can be given that none of the party will be left behind in Shanghai when the vessels depart a month or so hence.

There being the facts, says our Shanghai contemporary, the foreign and Chinese community here will readily sympathize with General Gleboff in his appeal for special consideration. At the same time, there are many who will consider the action taken by the Chinese authorities to be fully justified in view of the deplorable conditions in which the refugees from other vessels, who have landed, with or without permission, now find themselves in Shanghai. No doubt it has been the desire of the Chinese not to intensify an already acute problem by permitting so large a number of Russians to land, though it may have been overlooked that these men are not so unfortunately situated as other visitors. The point is now, that the situation has reached a deadlock: the vessels cannot come up river to repair, and they cannot leave without being repaired, or at least could only leave by taking a certain amount of risk.

POSSIBILITY OF PASSES.

A possible compromise suggests itself. Upon a guarantee being given by General Gleboff that the ships will leave port with a certain time, carrying their full complement of men, it might be possible to arrange "shore leave." Passes could be issued for the landing of limited parties each day, available for a stated time, successive parties coming ashore upon the return of preceding parties and the checking of their permits. In this way, the whole 800 would have opportunity of getting the necessary rest ashore, with some surety of none of them being stranded here, since the issue of passes could be stopped if it were found that the men allowed to land were not returning and delivering up their permits. Some such plan would seem to be necessary since, however anxious the men may be to proceed with further voyages and however well prepared they may be for travel, it is more than possible that, once ashore, a number of them would be tempted to remain; and experience has shown that their chances in Shanghai are economically hopeless.

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WEDDINGS AT SHANGHAI.

ALLEN—MIDES.

There was a very pretty wedding in Holy Trinity Cathedral, Shanghai, on the 20th inst., when Miss Jean Marie Louise Mides, eldest daughter of Mr. and Mrs. Givens Mides, of Macao, became the bride of Mr. Godfrey Linton Allen, son of Mr. and Mrs. W. N. C. Allen, of Shanghai. The ceremony was performed by the Very Rev. Dean Symons, assisted by the Rev. W. Robbins. The bride, who was given away by her brother, Mr. Joseph Mides, looked charming in white champagne, trimmed with real lace and made with a long train. Her veil was caught up with orange blossoms and she carried a shower bouquet of white carnations. The maid of honour, Miss Blanche Allen, wore a de chine heavily embroidered and trimmed with yellow flowers, which also edged her lace hat. She carried pale pink carnations. The bride's mother wore black satin, with a black lace cape, and a black picture hat with a plume.

The bridegroom, who is manager of the Central Agency, Ltd., of Chefoo, had as his best man Mr. W. Henry. A reception, which was attended by many friends, was held at the residence of Mr. and Mrs. W. N. C. Allen, 11, Rue Chapsal, immediately after the ceremony. The honeymoon will be spent in Hangchow.

LAKE—BOX.

The marriage of Mr. Maurice B. C. Lake, formerly of the Union Insurance Society, Yokohama office, and Miss Sydney Holyoake Box was also celebrated at the Cathedral at Shanghai on the 20th inst., Dean Symons officiating. The bride, who was given away by her brother, Mr. Reginald Box, wore a simple but effective gown of white-crepe de chine, with a hat to match, while her bridesmaid, Miss Marjory Box, wore blue figured voile with a hat of the same colour. Mr. G. H. Mann acted as best man. The honeymoon will be spent in Hankow.

HOLIDAY BOAT SUNK.

SLEEPING PASSENGERS' PERIL.

The following account is given in a London paper of the collision in the Mersey briefly reported by cable a month ago:—

Just before two o'clock in the morning a holiday steamer, the *Douglas*, which was leaving Liverpool for the Isle of Man, came into collision with the London steamer *Artemisia* in the Mersey, and sank in 15 minutes. The *Douglas*, which had on board 15 passengers and a considerable quantity of cargo, is a vessel of 774 tons. The *Artemisia* is one of 5,731 tons.

The *Artemisia* managed to keep her stern—which had crashed through cabins in which passengers were sleeping—in the side of the *Douglas* and held up the pleasure steamer for five or ten minutes, during which time the passengers and crew of the *Douglas*, numbering about 50 in all, managed to climb on to or were dragged aboard the *Artemisia* or the tug attending her.

When the *Artemisia* backed out of the *Douglas* it was seen that there was a rent in the side of the Isle of Man steamer just about the after-hatchway almost as big as a house doorway, and the *Douglas* sank in seven or eight minutes, some of the cargo, such as furniture, was and barrels of stout, floating clear about the river.

LIKE BIG LIVESBOAT.

Mr. R. P. Saunders, a Civil Servant who was going on a holiday visit to the Isle of Man in the *Douglas* said later: "When the collision occurred I was fast asleep in a cabin. I was thrown on to the floor, and looking at my watch I noticed that it was just ten minutes to two. Without waiting to put on any more clothes I rushed out on to the deck and saw what looked like a big lifeboat towering above us. The *Douglas* quickly started to sink, and I scrambled up a rope ladder into the *Artemisia*."

"Not only did I stop to get my coat and boots on, but I also took my umbrella with me," said another passenger. "But when I was going up the rope ladder I was afraid the umbrella would get in my way, so I dropped it overboard. There was a big man going up in front of me, and I feared he might slip."

Only one person was injured, a seaman, Egerton Watson, 40, who received sufficient injuries to his hip to necessitate removal to hospital.

Most of the passengers lost everything they had. A doctor who was travelling with his wife and two boys lost a motor-cycle and side-car in addition to their luggage.

The *Artemisia*, which was bringing a cargo of sugar from Java to Liverpool, suffered severe damage to her stern, and through a rent water poured at the rate of six inches per minute. Soon there was 37 feet of water in the forepeak, but she got into dock.

The *Douglas* lies sunk 470 yards from the Island, a small sandbank near the entrance to the Hercules dock. At low tide the tops of motor-cars can be seen on her deck. The cargo included luggage in advance of many passengers.

From the latest papers from Bangkok we learn that the epidemic of small-pox which has been prevailing there shows no sign of abatement. The number of cases are increasing.

SPORT.

ASSOCIATION FOOTBALL.

HONGKONG F.C. v. H.M.S. "TAMAR."

The following team will represent the Hongkong F.C. in a friendly game against the *Tamar* on the Club ground at 5.30 p.m., to-day (Tuesday):—

R. Hutchison; D. Purvis and C. E. Bishop; A. Mair, A. S. Forsyth and J. W. R. McPhail; W. Stewart, J. Watson, H. G. Howard, R. Bell and S. D. Beggs. Reserves:—G. May and A. Ferguson.

INTERPORT FOOTBALL.

At the annual meeting of the Shanghai Football Association last week it is reported that "all present were of the opinion that the visit of Shanghai to Hongkong should be repaid with an invitation to the Southern team to come here during the season. It was stated that it would be impossible to show Hongkong any better time than the Shanghai team were given in Hongkong. Accordingly, Messrs. J. A. Quayle and T. W. R. Wilson were appointed to make arrangements."

CRICKET.

The following teams will play on Saturday in a trial game on the H.K.C.C. ground, commencing at 2.15 p.m.:—

G. R. Sayer (capt.), R. E. A. Webster, R. H. Wilm, R. F. Walker, J. N. Owen, L. D. McNeill, W. W. Mackenzie, C. V. Mark, A. E. Hollands, G. M. Dorkins, and A. R. F. Raven.

E. J. R. Mitchell (capt.), H. Owen, Hughes, A. C. I. Bowker, L. McMasker, G. R. More, T. G. Bennett, W. Galloway, G. H. Piercy, R. Y. Saunders, H. H. Day, J. R. Way and J. P. Bridger.

GOLF.

DEEP WATER BAY.

PLAYER HOLES OUT IN ONE.

Mr. Douglas Reid, of the Chartered Bank, whilst playing on the Deep Water Bay Course on Sunday, holed out at the sixth hole in one. The distance of the drive was 120 yards. Mr. Reid was penalised in the usual way by having to stand drinks all round.

CHINESE FOOTBALLERS.

SUCCESSFUL VISIT TO AUSTRALIA.

The *Sydney Sun* of August 12th has the following regarding the opening match played by the Chinese football team visiting Australia:—

"Shoo! laddie, shoo!"

It was the cry of China, as Mr. Li Wai Tong drove hard and fast to the opposing goal. From every corner of the metropolitan, the Chinese poured into the Show-ground yesterday to watch their countrymen meet the team of New South Wales in an international soccer football test. From all the cabbage-gardens, from desks and chop-suey restaurants the Chinese came in excited armies to the Showground, and with them jostled all the soccer enthusiasts of Sydney, until the game itself had melted all into a common factor in sportsmanship. And it will be safe to prophesy that from this day forth, the metropolis will order lettuce with new-found reverence, and look at Chinese visitors with an expression of esteem.

For the Chinese athletes who composed the soccer-team were utterly unlike the Chinese of the comic-papers. They were tall and muscular men, quick on their feet and filled with football-quickening. They were as different from the usual market-gardener as a giant from a pygmy. For the first time in its history, Australia has learned that China is not entirely composed of vegetable-horticulturists. The match yesterday resulted in a draw and there is convincing proof that China knows how to play football.

The ground was filled to the roof. The audience overflowed to the tops of the pavilions and to the spires of all the adjoining buildings. The estimate was 40,000, but it seemed more like 140,000. The people stood on piles of bricks, and rettering planks, and shouted themselves hoarse. Judging by the attendance, soccer is the coming game. Indeed, the attendance is said to be a record for any football game. Certainly, the game was worth it. The gates were closed at an early hour, on account of the phenomenal crush.

Perhaps the most amusing side of the match was the effort made by the Chinese spectators to harness in the Australian manner. Many an ancient Chinese was schooled to shout "Shoo! laddie!" in the approved way, and the yell which came from the grandstands were a study in mixed Oriental cacophony.

The Chinese visitors wore rather baggy trousers, but otherwise looked little different on the field from the New South Wales team. They seemed a sturdy lot, and it must be confessed that their play was exceptionally clean, which was more than could be said for the home team. They sprang a surprise early in the match by scoring two goals in quick succession, and many of the Australian barrackers did not seem to recover from the shock for the rest of the afternoon.

The next match will be awaited with keen interest. The Australian public which is always ready to applaud a clean and skilful sportsman, is certain to congratulate the visitors on their speedy adoption of a game which had its birth in a country many thousands of miles from the Flowery Land.

ROYAL HONGKONG GOLF CLUB'S LOSS.

WELL-KNOWN GOLFER LEAVES FOR HOME TODAY.

By the departure for home today by the s.s. *Mentor*, of Mr. B. D. Crawford Morgan, the Royal Hongkong Golf Club loses one of its most energetic and helpful members.

Mr. Crawford Morgan is one of our best golfers. What he does not know about the theory of golf is not worth knowing, but while he is one of those very few local golfers who can call themselves good at the game, he has not been over-blessed with "luck" in actual play. Mr. Morgan has made several good fights for the Fanning Championship, but never succeeded in gaining the honour. Had "joss" seemed to shadow him in his greatest efforts. It was most noticeable in the last Interport match between Hongkong and Shanghai. In the second day's play, during the foursome match, he went round in 73 (one over the record for the course). He had extremely hard luck in not actually breaking the record on that occasion. At the 17th hole his ball lodged in a fir tree and it took seven for him to hole out. But his general play has been very consistent. He is the holder of the nine holes' record at the Happy Valley Course, with a score of 35, which is one under four and five under bogey. In the mixed foursomes Mr. Crawford Morgan and his wife were unequalled. As far as we can gather they hold the records for mixed foursomes on both the old and new courses at Fanning.

As a worker as well as a player Mr. Crawford Morgan is perhaps best known to golfers here for his untiring efforts to improve the Happy Valley course. He was chiefly responsible for the care of the course there, and he devoted a considerable amount of his spare time and energy to it. He was mainly responsible for the new bunkering scheme at Happy Valley which, despite the restricted area at the Club's disposal, is generally regarded as a great improvement on the old conditions. Particularly will he be blessed by the "makeup learn fiddling golfer," for it was he who organised the Junior Section of the Royal Hongkong Golf Club. When this section was first formed its membership was limited to 50. Later it was extended to 75 and the membership is usually up to the limit. The formation of the Junior Section has done much for golf in Hongkong as it has encouraged many young people to take up golf who would otherwise not have done so. But a record of Mr. Morgan's golfing history in Hongkong would not be complete if it was not stated that he has been the author of many interesting golf notes for this paper. He has now no objection to his *non de plume* being disclosed. Some time ago he wrote a series of interesting golf notes for the *Daily Press* under the pseudonym of "Zodiac" and latterly contributions from his pen have been appearing under the pseudonym of "Dreamer."

Mr. Crawford Morgan first played on the Fanning Course as far back as 1915 but he did not settle in Hongkong until 1920. Now that his firm—Messrs. Carters—have closed down their Hongkong office, of which Mr. Crawford Morgan was manager, he is going home.

HONGKONG GOLFERS' CHIEF FAULT.

THEY GRUBBLE TOO MUCH.

In an interesting interview yesterday morning Mr. Crawford Morgan was very reluctant to speak of his own work or his own achievements on the Hongkong Golf course. He was, however, only too pleased to talk about golfing generally in Hongkong. He said that since he first played on the golf course at Fanning in January 1915 there had been great improvements. On that occasion he was greatly impressed with Fanning. It presented splendid opportunities for being converted into a really first class course. In view of this it was a great disappointment to him on arriving in Hongkong in 1920 to find that Fanning had not improved. "It was no better than it was in 1915. Since then there had been a great many improvements and the course to-day is 50 per cent. better than when he first came here. He thought the people responsible for these improvements were Mr. Greenhill and the Superintendent at Fanning (Mr. Kerr). "Having served on the General Committee," Mr. Crawford Morgan went on to say, "I realize the vast amount of work they have done. This leads me on to my chief 'grouse' against Hongkong golfers. They are always grumbling. They are much inclined to demand everything and to give nothing. The average golfer in Hongkong never does anything to help the

(Continued at foot of next column.)

SIR ROBERT HO TUNG'S CONFERENCE PROPOSAL.

LETTER FROM DR. WELLINGTON KOO.

Sir Robert Ho Tung has received the following letter from Dr. Wellington Koo, the Foreign Minister at Peking:—

Waichiaopu, Peking,
September 3rd, 1923.
Sir Robert Ho Tung,
Idlawild, 8, Seymour Road,
Hongkong.

My Dear Sir Robert,—I have received your interesting letter of July 30th last. I saw in the local papers the telegram of your interview to the *Reuter's* Hongkong correspondent, wherein you advocated a round-table conference of the principal leaders in China with the object of reaching a common understanding toward a *modus vivendi*. Your suggestion made a favourable impression here at the time.

I quite see that if such a conference can be brought about it will go a long way towards solving the problem of national reunification. I gladly give it my personal approval and I am hoping that your efforts will ultimately be crowned with success.—With kindest regards, Yours very sincerely,

(Sd.) V. K. WELLINGTON KOO.

WELL-KNOWN EUROPEANS ROBBED.

A Chinese pleaded guilty at the Magistrate's Court yesterday morning, to the theft of one overcoat, the property of Mr. Hodge, of 45, Conduit Road; a desk lock alleged to have been stolen from Lugard Hall, the property of Mr. M. H. Roffey; and a desk lock and a pair of brown shoes, the property of Dr. D. V. Stevenson, of 65, Kennedy Road.

The prisoner was arrested in the street whilst carrying the overcoat. A number of pawntickets were found on him, and with these the articles mentioned in the charge were redeemed, being subsequently identified as belonging to the gentlemen named.

Prisoner was sentenced to two months' hard labour.

Committee, whereas the average committee man puts in a tremendous amount of work. Take the case of Mr. Greenhill. I know that he gives up many of his Saturday afternoons to go out to Fanning to work. Having done that, what do the Hongkong golfers do—or some of them? The worse "grouse" go on there about once a month, and because they happen to get into some bunker or other, or have one or two bad lies, they give vent to their wrath on the poor Greens Committee. If they want to help they should, in the first place, make sure that their criticism is constructive. Golfers in Hongkong have to remember that we have no professional here and what the committee has done has had to be learned in the hard school of experience."

STANDARD OF GOLF POOR.

Talking of the standard of play in Hongkong, Mr. Crawford Morgan said: "On the whole the general standard of golf in Hongkong is very poor. There are only about 20 really first class players in Hongkong who could hold their own on a course at home. After these there is a very bad tail.

Asked as to the reason for this, Mr. Morgan said: "Oh its just lack of enthusiasm, the usual Hongkong feeling—no keenness shown at all."

But if Mr. Morgan was inclined to be despondent over the standard of play he was very much the reverse when he spoke of the prospects of Hongkong winning back the Interport honours at Shanghai this winter. "I see no reason," he said, "why Hongkong should not send up a team to Shanghai capable of bringing back the cup to Hongkong. It all depends on what the Selection Committee does. In choosing a really representative team they want to give the younger players a chance of playing. They want to try the younger men out in a series of trial matches. In trial matches they would get used to playing in interport matches, and a few matches against the Services for instance would do no harm."

As to the younger players Mr. Crawford Morgan remarked on the very fine progress made by the brothers A. K. and W. W. Mackenzie. They were about the pick of the younger players and "they should certainly be watched and encouraged." They were young and up to the present they had never played in any match, nor had they played in the Championships. Both players had a variety of strokes and they should turn out to be really first class players.

In closing the interview Mr. Crawford expressed his deep regret at having to leave the Colony. "We scarcely need add that a wide circle of friends share that regret, and wish him the best of luck at home in his business associations as well as in his favourite recreation—the royal and ancient game of golf."

THINGS GREAT AND SMALL.

SERMON BY THE REV. H. COPLEY MOYLE.

Following is the sermon preached in St. John's Cathedral on Sunday morning by the Rev. H. Copley Moyle, M.A., the Senior Chaplain:—

But woe unto you Pharisees! for ye tithe mint and rue and every herb and pass over judgment and the love of God; but these ought ye to have done, and not to leave the other undone. *S. Luke X, 72.*

Jesus Christ came into the World to live as our example and to die for our redemption. We need constantly to be recalled to His example. In the words we have heard read as the second Lesson we see the stern side of the character of Christ. He could be stern and severe when the circumstances demanded it, and the thing which most frequently excited His sternness was not the wickedness of open sinners but the hypocrisy of the Pharisees. The Pharisees were the religious people of their day. But they regarded religion as a matter of outward observance rather than as a matter of the heart and the life. They were most punctilious in keeping all the minute regulations which the Rabbis had added to the Law of Moses, but the things which were really essential and fundamental they neglected. The tradition of the Rabbis so turned and twisted the Law of Moses as to make it express in many cases the exact opposite of its meaning. Religion had become with them a mechanical observance, a man might be very religious and yet absolutely depraved and immoral. The teaching of the prophets who had demanded internal Godliness, was slighted and the study of the words of the prophets was neglected while all their attention was centred on the Law and what the Rabbis had added to it by way of explanation. The Pharisees as a party had in their early days been fired with zeal for God, but by the time of Christ they had most shamefully degenerated.

Dr. Weymouth in his New Testament in modern speech thus renders the words of the text: "But alas for you Pharisees! you pay tithes on your mint and rue and every kind of garden vegetable, and are indifferent to justice and the love of God. These are the things you ought to have attended to; while not neglecting the others." It is to be noticed that our Lord commends the careful attention to what might seem trifles while He demands a proper recognition of the all important things. It was no good to be so immersed in trifles as to neglect the important things, but still Christ teaches us that trifles have their value. They are not to be neglected. Trifles go far to constitute the lives of many of us, and we must not underestimate their value, while not allowing ourselves to be engrossed by them.

Justice to our fellowmen and the realisation of the Love of God for all His children, these are great truths which must rule and dominate our lives. To think about them takes us at once out of ourselves and gives us large views of life and wide sympathy. As Christians we are bound to seek and maintain justice amongst all men. It is one of the boasts of the British Empire that impartial justice is always to be found under our flag, and that our Empire throws its weight on the side of justice in international politics. On the whole no doubt there is truth in that statement. But we must remember that if it is to remain true it can only be because each member of our Empire personally does his part to maintain the ideal, and attacks injustice wherever and whenever he finds it. We dare not shelter ourselves under the question of Cain, and say "Am I my brother's keeper?" Wherever we learn of cruelty and injustice we are bound to stand against them, even if it be an unpopular thing to do. There is often a real danger of our accepting customs because they are generally accepted without asking ourselves the question, "Are they just and right?" There is a real danger of our permitting ourselves to accept a lower standard of conduct out here in the Far East than we accepted at home in England. There is a danger of us who are British regarding ourselves as superior to people of other races, and in consequence looking down upon others who may really be mentally, morally and spiritually superior to ourselves. That was the characteristic sin of the Pharisees and we need to be on our guard against it.

If you find yourself speaking of the great and ancient nation amongst whom we live as "chinks" you may know that you are far advanced in likeness to the Pharisees, and you had better question yourself severely as to whether you are following the example of Christ at all.

There may be many reasons why British people as a whole are unpopular, but I think one reason is certainly the contemptuous way in which we are apt to speak of others, a way which is much like an echo of the Pharisees' prayer "God, I thank thee that I am not as other men are." A native of Africa writing recently on the modern Englishman abroad said, "In the good old days and with the type of Englishman who came out then, race pride was not so rampant, race prejudice not so acute, race feeling not so high and the line of segregation not so marked. To raise the brother of a darker hue and to show him the light took a more prominent position in the programme of the Englishman then than now." Is this criticism true of us?

Our Blessed Lord blamed the Pharisees for ignoring justice and the love of God. He taught men more of the love of God than they had ever known before, so there is far less excuse for us Christians, if we neglect the love of God; than there was for the Pharisees. If you were asked about the character of God what would you say? Would it seem natural to you to mention as the first and most striking characteristic of God, His Love? If not surely you are again falling into the Pharisaic sin of ignoring the Love of God. To insist upon the love of God is the essence of the Christian message to the world. Our Lord wanted to give us an idea of God's nature and how God felt towards man, and He used the expression Father as the one which best represented what He wanted us to understand. He told us the story of the Prodigal Son to show the Father's love for us, and He continually spoke of God's fatherly care for our bodies as well as our souls. The knowledge of the love of God is the greatest revelation the world has ever received, and we may well doubt whether man would ever have found out that God is Love if Christ had not revealed the fact. If we had only the knowledge of God which we derive from nature we might never have known it, for though there is much in nature which speaks of the love of God, there are things which sometimes almost seem to deny it, and if we had only the revelation of God in nature we should not have been able to speak with certainty of the fact that God is love. If you believe in the love of God it must be the centre of your faith and of your life. For it will lead you to feel that your life is in God's hands and that He will do with it as He sees best, so you will not worry about the needs of this world, for God knows what we need better than we know ourselves, and if we can make the great act of trust in Him, we shall find life a much simpler thing than many of us do. It would be a good thing for all of us to spend five minutes a day for a week thinking over those three words, "God is love." The time would not be wasted, especially if we can do it on our knees, and if we once realise all that they mean life will be a greater, nobler thing for us than we have ever found it yet. Let us learn this morning from the words of the text to give to the really great things of life their proper value and place, while we do not neglect the things which may seem trifles, but which have an importance of their own. "These ought ye to have done and not to leave the other undone."

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SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient, in their report dated Saigon, September 11th, state:—

"Prices have continued their upward trend in sympathy with the Hongkong market. The supply of paddy is still rather poor and the holders of stock are looking for higher prices."

The Mekong's waters have been rising during the last fortnight and the province of Chaudoc has been almost entirely flooded. Some fears have arisen concerning the provinces of Long-Xuyen and Cantho, but advice has been received from the upper river that the waters are falling.

The total amount of rice exported from January 1st to August 27th, 1923, is 870,000 tons against 730,765 tons in 1922. We quote to-day:—White Saigon rice, No. 2 sifed, Japan quality, Hongkong, \$8.50 per picul, f.o.b. Saigon, for October shipment.

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IS MADE OF

METAL THROUGHOUT.

NO CRACKING SIDES.

NO SWELLING OR SHRINKING.

NO WARPING DOORS.

ANTS & COCKROACHES.

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No. 1 EXTRA FINE OLD BRANDY.

THE "SHARK" BRANDY.

Per bottle, including duty	\$ 2.00
" 1/2 "	"	"	1.25
" case "	"	"	24.00

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CLEARING SALE OF HAWAIIAN RECORDS.

\$1 EACH.

1812—Hilo March.
Kohala March.
2873—Hawaiian Breezes.
"Kawaiian Waltz."
2614—Maria, Mari.
Funicula.
2374—Arabian Dreams.
Somewhere in Hawaii.
1609—O Solo Mio.
My Hawaii

2233—Everybody Hula.
Lei No Kau qui.
2214—Pua Carnation.
Palakiko Blues.
2033—Mama Koa.
That Ukulele Band.
2077—Medley of Hulas.
Waii Lululu.
2207—Medley Hava Melodies.
Kai Kahio Medley.

ANDERSON'S.

Powell Ltd.

JUST ARRIVED.

NOVELTIES

IN

WOOLLEN MATERIALS

ALSO

LADIES' SHOES.

NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

NEW COURSE—FANLING.

Holes 11-18 will be open for play on SATURDAY, 29th SEPTEMBER, 1923. Remainder of Course a Week Later.
PERCY SMITH, SEETH & FLEMING,
Secretaries & Treasurers.
[137]

HONGKONG POLO CLUB.

THE KESWICK CUP.

SEANGHAI—HONGKONG.

SATURDAY, 29th SEPTEMBER,
AT CAUSEWAY BAY.
COMMENCING 4.45 P.M.

Seating Accommodation for the Public will be provided.
[1343]

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 30th, and MONDAY, 1st OCTOBER, 1923, commencing 3.15 P.M. each day.
The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform Half Price.
Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right of introducing a Non-member to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LIVERMORE & DAVIS at \$5 each up to FRIDAY, OCTOBER 5th.
The Stewards invite the Ladies of Hongkong to be present.
[1340]

MACAU FIRE BRIGADE.

NOTICE.

THE Inauguration of the new Headquarters, which has been postponed from September 1st, will take place on the 25th, 26th and 27th of OCTOBER NEXT.
LIEUT. GAUDENCIO DA CONCEICAO,
Commander, Macau Fire Brigade.
[1339]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 1st day of October, 1923, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of two Lots of CROWN LAND near Kowloon in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1888, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for a further term of 24 years, less three days.

PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements	Contents	Annual Rental	Open Price
1	At the foot of the hill, near the Victoria Road, Kowloon.	100 ft. by 100 ft.	100 sq. ft.	100	100
2	At the foot of the hill, near the Victoria Road, Kowloon.	100 ft. by 100 ft.	100 sq. ft.	100	100

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HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.
Hongkong, 18th July, 1923.

DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, DES VIKES ROAD CENTRAL, on TUESDAY, the 2nd of OCTOBER, 1923, at 11 A.M.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd of September, to 2nd of October, both days inclusive.

DOUGLAS, LAPRAIK & CO.

Hongkong, 13th September, 1923. [1311]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—
HONGKONG GENERAL CHAMBER OF COMMERCE.
HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
MERCANTILE BANK OF INDIA.
INTERNATIONAL BANKING CORPORATION.
NETHERLANDS TRADING SOCIETY.
YOKOHAMA SPECIE BANK.
HONGKONG CLUB.
Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.
By Order:—
D. K. BLAIR,
Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1297]

THE HONGKONG AND WHAMPOA DOCK CO. LTD.

NOTICE IS HEREBY GIVEN That the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 8th OCTOBER, 1923 (both days inclusive).
Advicements for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 8th prox.
By Order of the Board:
E. COCK,
Acting Chief Manager.
Hongkong, 17th September, 1923. [1317]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ANGLO ROAD, Hongkong, on FRIDAY, 5th DAY of OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 5th October, 1923, both days inclusive.
By Order:
M. MANUK,
Secretary.
Hongkong, 19th September, 1923. [1327]

A. O. LINE "CHANGSHA"

S/S. YOR. 53. N.

STRANDED S.E. of SANDAKAN 20/8/23
CONSIGNEES of Cargo ex above Steamer are hereby notified that a General Average has been declared in respect of the above Voyage of this Steamer and that they will be required to pay a 4-point of 6% on the C.F.I. and F. value of their Cargo and to sign an Average Bond at the Office of the Underwriter before delivery can be granted. Salvage Cargo is expected to arrive at Hongkong per S.S. "NANCHANG" due about 6th October.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.),
Agents.

AUSTRALIAN ORIENTAL LINE.

[1325]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NELLORE"

ARRIVED HONGKONG ON 22nd SEPTEMBER, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed. Optional goods will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOWDALL, at 10 A.M. on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.

Agents.

Hongkong, 22nd September, 1923. [137]

INTIMATIONS

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000
RESERVE FUND ... 26,980,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ... 3,500,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:

Paris 9, Rue Bonaparte.

LONDON OFFICE:
54, Old Broad Street, E.C.2.

BRANCHES:

LONDON: Messrs. Glyn, Mills, Currie & Co.
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PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun Hankow Manzhouli Tientsin
Chefoo Harbin Newchwang Urumtsch.
Dairen Hongkong Peking Yokohama
Hailar Kasagar Shanghai

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
R. A. RODGERS,
Manager.

537

THE AMERICAN EXPRESS CO.

INCORPORATED.

HEAD OFFICE:

NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT.

DEPOSIT AND CURRENT ACCOUNTS

FOREIGN EXCHANGE.

LETTERS OF CREDIT.

TRAVELERS CHEQUES.

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HOTEL RESERVATIONS.

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PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and Travel Transaction.

P. J. VANHECKE,
Manager.

BOWERN & CO.

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SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of all Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SAFARI OPERATORS, MARINE SURVEYORS.

AVIATIONERS, COAST MERCHANTS.

FREIGHT BROKERS, METAL MERCHANTS.

Machinery For Sale, New and Old, in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS.

(Members Shanghai Share-Brokers' Association).

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GREEN'S PATENT ANCHORS.

SAMUEL WARREN & CO., LTD. (Sheffield).

High-Class Steel Manufacturers (Tandem Brand).

Catalogues and Price-Lists on application.

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CABLE ADDRESS: BOWERN, Shanghai.

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5th Edition and Improved.

TO LET.

OFFICES IN UNION BUILDING—One Room on Fifth Floor.

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UNION INSURANCE SOCIETY OF CANTON, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Rates—XL, XS, 680.

JUST ARRIVED—Cheque Perforators.

Numbering Machines, Perforators (Cancel and Paid). BANSAY & Co., Beaconsfield Arcade. [133]

ON SALE.

HONGKONG HANDBOOK REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE \$.

DAILY PRESS OFFICE.

INTIMATION

IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER.

Healthful and Refreshing.
Blends excellently with Whisky.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

Phone 436.

Phone 436.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

BIRTHS.

BRYAN.—At Shanghai, on September 10th, to Mr. and Mrs. R. T. BRYAN, Jr., a daughter.

CUNNINGHAM.—At Shanghai, on Sept. 20th, the wife of C. W. CUNNINGHAM, C.M.C., of a daughter.

SCOTT-MORRIS.—At Swatow on September 14th, to Mr. and Mrs. A. M. SCOTT-MORRIS, a daughter.

WENN.—At Shanghai, on September 18th, to Mr. and Mrs. C. R. WENN, a daughter.

WHITE.—At the French Hospital, on September 24th, to Mr. and Mrs. HERMON WHITE, a son (HERMON ARTHUR).

WILSON.—At Shanghai, on September 21st, to Mr. and Mrs. JOHN W. WILSON, a daughter.

MARRIAGES.

ALLEN—MURDO.—At Shanghai, on Sept. 20th, GODFREY LINTON ALLEN, to JEANNE MARIE LOUISE MURDO, older daughter of Mr. and Mrs. Ives MURDO, of Macao.

EVANS—UNITE.—At Shanghai, on Sept. 20th, DOUGLAS LAWRENCE EVANS to MARJORIE MAY, youngest daughter of Mr. and Mrs. S. E. UNITE, of Yokohama.

LAKE—BOX.—At Shanghai, on September 20th, MAURICE BATHURST CASSAP, to SYDNEY HOLYOAKE, both of Yokohama.

SCOTT-FINN—GRANT.—At Shanghai, on September 17th, JOHN SCOTT-FINN, to MARGARET OLWYN GRANT.

DEATHS.

HEARD.—In England, on September 17th, SIDRA, wife of A. J. P. HEARD. (By cable).

WONG.—At Shanghai, on September 18th, WONG LAI CHEN (Jardine, Matheson & Co., Ltd.), aged 59 years.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 25th, 1923.

THE REHABILITATION OF YOKOHAMA.

THE announcement that the Japanese authorities are reported to be undertaking an immediate survey of Yokohama harbour with a view to effecting repairs would seem to dispose of the reports that the abandonment of Yokohama as a port of importance is contemplated in favour of some other place in Tokyo Bay. If that were a practical idea—which is much to be doubted—the cost of making a harbour there suitable for modern shipping requirements would probably greatly exceed that which will be incurred in repairing the damage done at Yokohama. Nothing would be gained in the way of immunity from earthquake damages by such a transfer, and if the suggestion was ever seriously contemplated, the decision would have to be governed entirely by the feasibility and the cost of the scheme. We have heard it suggested that certain political considerations might influence the Japanese Government to abandon Yokohama, temporarily at least. In the old Treaty port area—as in the similar areas in Kobe and Nagasaki—much of the land is held by foreign subjects under perpetual lease, granted in the infancy of the port upon conditions which the Japanese municipal authorities have tried unsuccessfully more than once to override since extraterritoriality in Japan was abolished, now over twenty years ago. The Japanese Government claimed that the land held under these perpetual leases and the buildings erected thereon had ceased to be immune from municipal and national taxation on the surrender of extra-territoriality, and they accordingly began to extend taxation to this property. It was fruitfully resisted by the foreign landowners as a violation of the conditions of the lease, the argument, if we remember rightly, being that they had paid for perpetual immunity in the comparatively high charge fixed for the land when it was acquired. In 1903, owing to serious differences of opinion which arose on the subject between Japan of the one part, and Great Britain, France and Germany of the other, an International Arbitration Tribunal was appointed and sat at The Hague to decide the question. That Tribunal, by a majority of votes (the Japanese member alone dissenting), declared that the provisions of the Treaties and other engagements mentioned in the Protocols of Arbitration exempted not only the land held in virtue of the leases in perpetuity granted by or on behalf of the Government of Japan, "but they exempt the land and buildings of every description constructed or which may hereafter be constructed on such land from all imposts, taxes, charges, contributions or conditions whatsoever other than those expressly stipulated in the leases in question." But notwithstanding this emphatic declaration the municipal authorities of Yokohama had this year actually proceeded to act as though it never existed, and an organized protest by the foreign residents of Yokohama concerned was being made at the time the earthquake occurred. The French Consul, who was one of the victims of the calamity, was actually discussing the subject with one of his nationals at the time he met his death. The land remains though the buildings on it have been reduced to ruins, and we notice that the Foreign Consuls at Kobe are inviting their nationals who own this land to furnish them with particulars. Possibly many of these leases have been destroyed in the general holocaust, the Government records included, and new difficulties are thus likely to arise. But if such considerations were sufficient to influence the Japanese authorities against the general suitability of Yokohama as a shipping port, we imagine the Japanese Government would long ago have started to develop a rival port—if it were practicable—with a view to diverting the great volume of trade transacted at Yokohama and thus diminishing the value of the property remaining in the hands of foreign merchants there. But against this we have to remember that all the great shipping ports of the Far East, from Colombo to Yokohama, have been created by foreign enterprise, and for very many years yet—notwithstanding the wonderful shipping and commercial development of Japan—foreign enterprise will continue to be the leading factor in the maintenance and growth of their prosperity. The Japanese Government can scarcely be credited with the intention of taking advantage of the great calamity to gain a political point which is of infinitesimal value when weighed against the larger considerations of national prosperity to which foreign shipping and commercial enterprise so largely contributes, directly and indirectly.

Col. C. W. Dary, C.M.G., returned to the Colony by the *Empress of Russia* yesterday.

Mr. C. G. Alabaster, Mr. Paul Hodgson and Mr. Charles van Ufford were passengers by the *President McKinley*, which left for Manila yesterday.

Golfers will be interested to observe the announcement that holes 11-18 of the new course at Fanling will be open for play next Saturday and the remainder a week later.

Tronoh Mines, Limited, is paying a dividend of 1s. per share, less income-tax at 4s. 6d. in the £.

Information has been received in Shanghai that a serious fire has taken place aboard the str. *Gleniffer*, but that all the passengers have been safely landed at Palma, Majorca.

The Rev. J. Kirk Macdonald, Minister of Union Church, and Mrs. Macdonald returned to the Colony yesterday from Japan by the *Empress of Russia*. Mr. Mrs. and Miss Templeton returned on the same steamer.

A motor-car driven by a Chinese chauffeur came into collision with an electric standard at the junction of Davis and Catehik Streets on Sunday afternoon. The driver was thrown out and received injuries to the jaw.

A Bill to be introduced in the Legislative Council on Thursday provides "for the closing, narrowing and diverting of streets, and for the alteration of the levels of streets," and is designed to remedy defects in the Highways Ordinance, 1910.

Sir J. H. Oakley an eminent London Surveyor, who has been deputed by the War Office to come to Hongkong to report on the valuation of property in connection with the transfer of the Military establishments, arrived by the *Empress of Russia* yesterday.

Notwithstanding that the heavy rainfall on Friday night (3.60 inches) turned the Happy Valley race course again into a lake, the course will doubtless be in suitable condition again for the Fourth Gymkhana of the season which is announced for Saturday, October 6th, and Monday, October 8th (Monday being a Bank Holiday).

The *Manila Times* says: "Each individual in the Philippines smoked 230 cigarettes and four cigars, drank one-half liter of distilled spirits and consumed 27 kilos of raw tobacco during the first six months of this year, according to internal revenue figures. These calculations are made on the basis of 10,000,000 population for the Philippines."

A Chinese laundryman at Shanghai was fined \$30 in the Mixed Court last week for having "sprayed with the mouth" some clothing entrusted to him by a lady to wash. The Health Department prosecuted. "Is the filthy practice extinct in Hongkong, we wonder, or is the absence of such prosecutions here due to the lack of law to suppress it?"

The Hongkong Ladies' Benevolent Society appeal to the public for assistance. The funds of the Society have been seriously depleted owing to the number of repatriations and other relief work having been greatly in excess of previous years. Any donation, however small, will be gratefully received by the Hon. Treasurer, Mrs. Elliot, 137, The Peak—ADVT.

Mr. Wyatt-Smith, H.M. Shipping Vice-Consul at Shanghai, has been transferred to Weihaiwei as Senior District Officer, and expects to leave for his new post in the middle of October. He will be succeeded by Mr. J. C. Hutchison, who is due to arrive in Shanghai from Home leave on October 12th. Mr. Hutchison was formerly in Shanghai as Junior Mixed Court Assessor.

To-day the Chinese people celebrate the Mid-Autumn Festival. The *Canton Daily News* comparing a workers' holiday in America and Europe with a workers' holiday in China says:—"On holidays in China though the doors of the shop or factory are closed, yet the majority of the workmen remain indoors. The park, watering-resort, and sports idens are still absent to a great extent. In their places, a big meal followed by a game of cards or dominoes, holds sway. In the light of the scanty meal provided in most firms and factories, the prospect of a good square meal is looked forward to with great delight. Woe to the boss who fails to make ample provision for a big feast. The Mid-Autumn holiday is no exception."

Two lots of Crown land were sold by public auction yesterday afternoon at Volunteer Headquarters, by Mr. Parker Esq., Superintendent of Crown Lands. The first lot offered was that situated at Shamshulpo. It has an area of 5,175 square feet. The price was raised from \$10,350 to \$25,000 by a series of small bids. Amongst the bidders for this lot were several Chinese ladies but they were not successful, the purchaser being a Chinese merchant. The other lot offered is situated at Mount Davis and contains an area of 32,600 square feet. The auctioneer pointed out that the conditions of sale included a stipulation that the style of house built on the lot would have to be European. There was not a great demand for the property but the bidding was slowly raised from \$7,000 (the upset price) to \$18,000 at which figure it was knocked down to a Chinese gentleman.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

IMPERIAL CONFERENCE.

SOUTH AFRICAN REPRESENTATIVE INTERVIEWED.

LONDON, September 23rd.

General Smuts has arrived to attend the Imperial Conference. Interviewed by Reuter on his arrival at Southampton, he emphasised that South Africa was in complete harmony with the Imperial Government's policy towards Europe.

He rejoiced at the more hopeful spirit of the communiques regarding the meetings of Mr. Baldwin and M. Poincare, and said it was most heartening to see the unanimity with which the Powers, great and small, followed the British lead in supporting the League of Nations when challenged by Italy in connection with the Italo-Greek incident. This might prove the turning point in the fortunes of the League.

General Smuts dwelt on the expenditure incurred by South Africa in connection with the extensive programme for internal development, and said the expenditure would be fruitless unless South Africa secured a larger field for the sale of her products.

He felt convinced that his colleagues at the Economic Conference would find the Imperial Government sympathetic and prepared to meet the representatives of the Dominions in drawing up a scheme for inter-Imperial trade, which would be mutually beneficial. He also anticipated great developments in Empire cotton growing within the next few years.

OBITUARY.

LORD MORLEY.

LONDON, September 23rd.

The death is announced of Viscount Morley of Blackburn, P.C., O.M., M.A., F.R.S., LL.D., D.C.L.

[The late Lord Morley ranks among the eminent men of the last half century alike in the realm of politics and that of literature. On two occasions he filled the position of Chief Secretary for Ireland with a seat in the Cabinet; he was Secretary of State for India from 1905 to 1910, and Lord President of the Council from 1910 to 1914. Lord Morley was a man of advanced political views and throughout his political career he was associated with the advanced wing of the Liberal Party. The friendship which existed between Mr. Gladstone and himself was founded however not less upon their mutual interest in literature than upon their political sympathies. In Lord Morley's "Life" of Mr. Gladstone we have many interesting glimpses into the mutual interests of the two statesmen as students of literature. Lord Morley's output of literature has been considerable, and among his publications there are many that will secure for him an enduring reputation. They include Edmund Burke, 1807; Critical Miscellanies, 1871, and a second series published in 1877; Voltaire, 1874; Rousseau, 1875; The Struggle for National Education, 1873; On Compromise, 1874; Diderot and the Encyclopedists, 1878; Burke, 1879; The Life of Richard Cobden, 1881; Studies of Literature, 1891; Oliver Cromwell, 1900; Life of Gladstone, 1906; Recollections, 1917. In this connection may be mentioned his Editorship of the *Pall Mall Gazette* which gave that paper distinction for a period before he entered the Cabinet. Throughout his life he had been averse to accepting honours such as are the customary reward of public service, but when the Order of Merit was instituted designed as a special distinction for eminent men and women, without in itself conferring a knighthood, it was felt to be peculiarly fitting that John Morley should be one of the first, if he was not indeed the first, to receive the distinction. His acceptance of a Peerage some years later, when he was seventy years of age, caused something of a sensation among his political sympathisers. Since 1914 he has lived in retirement among his books and in the enjoyment of old political and literary friendships, and though he had reached the venerable age of 84 his death seems to have come rather unexpectedly. It can be said of Lord Morley that he has left to posterity a rich legacy in his literary works, and a name which in the political arena will stand as a synonym for sagacity no less than sincerity.]

LONDON, September 25th.

Lord Morley's last illness was for only a few hours. He enjoyed good health until this morning, when he was suddenly taken ill at his London residence. He died peacefully in the evening.

EARLIER CABLES.

RUHR PROBLEMS.
TO BE DISCUSSED IN BERLIN.

BERLIN, September 23rd.

It is semi-officially stated that representatives of the occupied territory, particularly the Ruhr, will meet in Berlin in the beginning of the week in order to participate in discussions with the Imperial Government and presidents of the German States, with regard to the question of a cessation of passive resistance in the Ruhr. The Imperial Government will then give its decision as a result of these discussions. Authoritative quarters are convinced that responsible circles in France must realise that without the restoration of German sovereignty and normal conditions for freedom of labour, a full return of early productive activities in the Ruhr will be impossible; thus the Government's decision will not under any circumstances imply capitulation whereby the Rhineland and Ruhr will be given up.

M. POINCARÉ'S WARNING.

PARIS, September 23rd.

Unveiling a war monument at Champenoux M. Poincaré expressed astonishment that Germany had forgotten the generosity of the victors in 1918 in signing the Armistice when they were about to invade Germany and destroy the last German divisions. There were still people across the Rhine who had neither eyes to see nor ears to hear with, and who led the country into fresh catastrophes, foolishly expending, in revolt against the treaty they had signed, the German resources which might be employed in arming it out, and it seemed to resemble the methods of suicidal maniacs. "They say, 'What's to be done, let's wait,' when they are on the very edge of the precipice. They can still, thank God, save themselves from falling. They have only to recognise the vanity of their resistance, to prove to us that they are determined to keep their promises. But let them beware. The slope is steep, and it is not we who are slipping."

GERMANY'S CAPACITY TO PAY
"MERELY SUSPENDED."

PARIS, September 23rd.

Unveiling a war monument at Toul, M. Poincaré emphasised that the present crisis in Germany had merely suspended Germany's capacity to pay reparations without diminishing them in future. Germany only lacked the desire to pay. France had already paid over a hundred milliards in Germany's stead and could no longer continue the payments, which were ruining her, nor interrupt the work of reconstruction of the devastated regions. As long as Germany delayed payment the French would remain where they were.

PARIS, September 23rd.

M. Poincaré made three speeches today, in which he did not refer to the meeting with Mr. Baldwin or to Anglo-French relations, probably owing to his speeches having been prepared in advance. Speaking at Boileau-Prétre this afternoon, he emphasised that Germany's surrender in the Ruhr must be unconditional.

THE POSITION IN GERMANY.
THREATS AGAINST THE
GOVERNMENT.

BRUSSELS, September 23rd.

It is semi-officially stated that, in connection with threats from different quarters against the German Government a conference yesterday between President Ebert, Chancellor and the Minister of the Interior and of Defence and the Commander-in-Chief, General Von Seeckt, it has been decided to take measures to nip all such attempts in the bud. Government circles fully agreed that necessary measures should be taken immediately to oppose any possible attempt to usurp the power of the State and secure for the Government all the resources it may require.

TROUBLE IN BULGARIA.
COMMUNIST RISING SUBDUED.

SOFIA, September 23rd.

It is semi-officially stated that a complete calm prevails in the capital. The Communist disturbances mentioned on September 20th are being repressed with the assistance of the population of South Bulgaria. Communist bands, three hundred strong, attempted to seize power in certain districts, notably Novogor where they secured possession of the subprefecture and proclaimed a Soviet republic. Fifteen hours later Government troops relieved the town, killing thirty-four and capturing the majority of the remainder. Communist groups also proclaimed a republic in the Kazanlik district. A detachment of troops reestablished order and the rebels fled to the mountains where they are now being besieged.

LATEST CABLES.

THE EARTHQUAKE IN JAPAN.
ENTHUSIASTIC RELIEF COMMITTEES IN POLAND.

WARSAW, September 23rd.

Warm feelings towards Japan, occasioned largely by the assistance Japanese Red Cross and other societies rendered Polish refugees and orphans after the Russian revolution, are being given prominence in connection with earthquake relief funds, which have been formed to provide help mostly in kind on account of the worthlessness of the mark. The helpers include a committee of Polish children which has been formed to send gifts to Japanese children.

EARLIER CABLES.

ANOTHER EARTHQUAKE
RECORDED.

CAIRO, September 23rd.

The Helwan observatory yesterday evening recorded a big earthquake about 1,500 miles distant.

LATEST CABLES.

CENTRE OF EARTHQUAKE
PROBABLY IN PERSIA.

LONDON, September 23rd.

The earthquake mentioned in the telegram from Cairo was also recorded at West Bromwich and Aberdeen. The bearings indicate that the centre of the disturbance is in Persia.

The seismic records were not so severe as in the Japanese upheaval.

EARLIER CABLES.

EMPIRE WIRELESS SERVICE.

A DEADLOCK REACHED.

LONDON, September 23rd.

Confirming the *Daily Telegraph's* announcement that the Empire wireless service had reached a deadlock, the *Observer's* wireless expert says it appears the Post Office insists on securing for itself the exclusive monopoly of the wireless services to Canada, South Africa and Egypt, or a pooling arrangement under which Marconi's would give the Post Office free use of the whole of its patents, the service to be run by the Post Office, by Government officials, without Marconi's having any power of control over the working service, and the company to place at the disposal of the Post Office the stations which it will erect in the Dominions. The Dominion Premiers are certain to insist on a searching inquiry into the matter.

FATAL MINE EXPLOSION.

WARSAW, September 23rd.

A total of 33 miners were killed by an explosion due to firedamp in the Redon mine, at Kattowitz.

AMERICA CUP.

SIR THOMAS LIPTON TO
CHALLENGE.

LONDON, September 23rd.

Sir Thomas Lipton on arrival from America stated definitely that he had decided to challenge in the America Cup race for 1925. Plans were in hand for the construction of a new "Shamrock."

BALLOON RACE TRAGEDIES.

BRUSSELS, September 23rd.

In the Gordon-Bennett Cup race, a Spanish balloon caught fire near Malines, the pilot being killed. A Swiss balloon caught fire over Antwerp province, both the occupants being killed.

INTERNATIONAL MOTOR
CONTEST.

LE MANS, September 23rd.

The International Cup at Voitevrettes, over a course of 604 kilometres 170 metres, was won by Divo on a Talbot, in 210 minutes, one and two-fifths seconds.

ENGLISHWOMEN LEAD IN
ATHLETICS.

PARIS, September 23rd.

At the women's athletic meeting, England beat France by seven events to two, securing 60 points to France's 37.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

THE LINCHENG OUTRAGE.

WAICHAOPUREPLIES TO DIPLOMATIC
BODY'S NOTE.

PEKING, September 24th.

The Waichiaopu (Chinese Foreign Office) handed a reply to the Lincheng Note to Mr. J. Batalha de Freitas (Envoy Extraordinary for Portugal) this morning, sending copies later to the chiefs of the diplomatic missions.

It states that the fact that the Note was a collective one, signed by the chiefs of the Diplomatic Body, including those Powers whose nationals were happily not found among the victims, has impressed the Government with the sense of its added importance.

The very occurrence of the incident cannot be deprecated too strongly, and the Chinese Government felt as much indignation as could possibly be felt by the members of the Diplomatic Body.

Although several months have elapsed since the incident, time has not mitigated the sense of outrage with which the Government review it.

It was reassuring to observe that the incident was in no case an anti-foreign demonstration, as it arose from an act of lawlessness on the part of big game hunters whose object was robbery and the capture of innocent passengers as hostages, as a means to compel the raising of the siege by Government troops of the bandit stronghold at Paotzuku.

The united voice with which the Government and people of China condemned the incident, as well as the vigorous measures taken to pursue the bandits and to succour the victims, has given renewed proof of the spirit of friendliness which China entertains towards foreign nationals within her territory.

THE QUESTION OF COMPENSATION.

Careful consideration of the facts of the case leads to the conclusion that no liability for damages can be predicated against the Chinese Government; but in view, however, of the circumstances attending their capture as well as the suffering and indignities sustained by them in consequence thereof, the Chinese Government desire, of their own accord, to do the fullest measure possible of what is equitable in the way of reparation for the foreign victims of this incident. For this purpose they are ready to accept as a basis for classification of the assessment the three categories of damages outlined in His Excellency's Note.

The reason for the progressive increase in the amount of compensation from week to week for the captives during the period of captivity is not clear, since the delay was due to the adoption of negotiation with the bandits as the safest means of effecting their release, which course was followed in harmony with the wishes of the diplomats. As regards the consequential damages, the Government cannot include these in the basis for assessment of compensation which they propose to give foreign nationals who are justly entitled thereto.

The Government find it difficult to give concurrence to the guarantees for the future, as proposed by the Powers, and hope that the Diplomats will reconsider their views regarding the fiscal protocol of 1901 which does not appear applicable.

The bandit attack on the express train was directed against Chinese and foreign passengers without distinction, and it was not anti-foreign in character, nor was there any evidence of official connivance.

The desire of the Diplomats to see necessary reforms effected in the system of railway protection, coincides with the policy of the Chinese Government, which has adopted measures designed to attain that object, and, in addition the Chiaotungpu will reorganise the special railway police under foreign officers.

FUTURE PROTECTION OF FOREIGN
INTERESTS.

The Government regard railway policing and protection of the railways as a problem of internal administration and appreciate the Powers' interests in this problem, but do not feel free to commit themselves to any scheme which the Powers may present.

If the Chinese Government do not accede to the Powers' demands in respect of sanction, it will only be because they feel that the matter of punishment of Chinese officials and citizens should be dealt with under Chinese law.

It is not the intention of the Government to refrain from punishing those responsible.

The reply recites the punishments already inflicted, pointing out that the Ministry of the Interior and the Ministry of War have been ordered to consider the punishment of Tien Chung Yu.

The reply further outlines measures taken for the suppression of banditry, and assures the Powers that the safety of foreigners has always been a subject of the deepest solicitude on the part of the Government. It ascribes the incident to circumstances which could not be anticipated and mentions the instructions given to both Military and Civil Authorities to afford the fullest protection to foreigners, and trusts that through the series of measures recently adopted, the lives, property and interests of foreigners in China will enjoy added security.

POLITICAL LEADERS DENOUNCE
PEKING ELECTION.

SHINGHAI, September 24th.

The Tsuchun of Chekiang, Lu Yung Hsiang, has issued a circular telegram denouncing the Presidential election in Peking and stating that he will not recognise Tsao Kun as President, even if he is elected.

Dr. Sun Yat Sen, the Tsuchun of Yunnan (Tang Chi Yao), Chang Tao Lin, the Kuomintang leaders Tan Yen Kai and the Szechuan General Hsiung Hoa Wa have jointly circulated a similar message.

GENERAL WU PEI FU TO TRANSFER
HIS HEADQUARTERS.

PEKING, September 24th.

It is reported that General Wu Pei Fu will be transferring his headquarters to Hankow in a few days.

[FROM THE "DAILY BULLETIN"]

COPPER NOTE DEPRECIATION.

PEKING, September 23rd.

Consternation prevails in Peking over the depreciation of copper notes.

Following the strongly-worded petition to the Government from the Chamber of Commerce and other bodies, it is now planned to promote a demonstration in front of the Tienanmen with a view to emphasising public protest against the authorities in permitting the depreciation to continue unchecked.

GOVERNMENT BORROWING.

PEKING, September 23rd.

It is reported today that the Government have arranged a loan of \$1,000,000 from Chinese banks.

The Peking police and gendarmes will receive on Monday a full month's wages.

PARLIAMENT'S TENURE.

PEKING, September 23rd.

Wu Ching Lin is negotiating with Senators with a view to ensuring the Senate of a Bill prolonging Parliament's tenure of office.

Among recent arrivals in Shanghai from Japan was Mr. J. Larioff, manager of the Russo-Asiatic Bank, Yokohama, with Mrs. Larioff. The bank building, erected two years ago, withstood the earthquake without damage and all the books and documents in the office were removed to the strong-room and safely locked up. The fires which started all round shortly after caused the burning of the window frames, floors and furniture, but a later inspection after the fire had burned out showed that the concrete walls, floor and roof were intact and that the vault had stood perfectly both the earthquake and the conflagration. The contents of the vault—cash, valuables, safe-custody boxes and books—all are safe. The manager's residence on the Bluff was completely destroyed and all his personal effects were lost.

THE PASSING OF THE
QUILL.NO ONE LEFT WHO CAN MAKE
THEM.

Quill pens are gradually dying out. The last example of their diminishing use is found in the decision of the Treasury to dispense with them at the Southwark County Court, where they have lingered long after disappearance from other official precincts. The cheaper steel pen and the "fountain" have taken their place.

And no one nowadays is learning to make them. Mr. Philip Cooper, the head of the firm in the City (Cooper, Denison and Walkden, Ltd.) whose predecessors supplied H.M. Stationery Office about a hundred years ago, and used to send out two or three million quills at a time to the Indian Government, informed a representative of *The Observer* that they had just given up making quill pens because they have not got a workman left who knows the art of making them.

Real craftsmanship is required for the work. "I could have taught people to cut the pens," he said, "but I could not teach them to 'dutch.' This delicate art of 'dutching' it was gathered, consists in removing tough outer skins and leaving the transparent surface and in drawing out the pith from the hollow of the quill, done by plunging the quill into a little fire at the workman's side and drawing it adroitly across a sort of knife, after it has been fitted for the process by being kept for a time in a damp cellar. There are different grades of quills, and each grade requires its own proper amount of firing. And that is where the art came in," Mr. Cooper remarked.

HUDSON BAY QUILLS.

After the "dutching" comes the cutting, and it takes months for a man to learn to cut good pens properly. And finally there was the tying them up into bundles of twenty-five. You would think this simple enough; but often a visitor to the firm has been offered a five-pound note if without instruction he could tie just four bundles of quill pens in a day. No one ever succeeded in winning the prize. "I could not have done it myself," Mr. Cooper admitted.

All the quills used to come from Russia. Latterly some came from Germany, but the war stopped the importation. There is also a special kind of quill that comes from the Hudson Bay. For anyone who knows how to use it is regarded as the finest instrument for writing in the world. Its texture is very much harder than that of the ordinary goose quill, and the feather is black instead of white.

When Lord Beaconsfield was Prime Minister he used these Hudson Bay quills. Queen Victoria was supplied by the firm with ordinary goose quills. Some of the old aristocracy used swan quills, the very finest of which were sold to the trade at prices ranging from forty to fifty shillings a hundred.

THE OLD DUKE AND THE NEW.

Thirty years ago or more a traveller from the firm in the West End would bring back orders once or twice a month, for ten, fifteen, and twenty thousand quill pens. When, as time wore on, certain special orders used to drop off, it was explained that "they were for the old Duke; the new Duke doesn't write with quill pens. There was a Duke in Victorian days who could not get on with his quills at all. The firm sent one of their men to see him. He found the floor of his study strewn with quills that he had tried to use, and thrown aside. It was suggested that he should have a special pattern cut, and that was found to suit him perfectly. A quill is not to everyone's liking. It should be cut to suit the hand that uses it. Many special patterns were cut for the great Victorians, some very hard, some very broad, and others very fine."

The best quills were sold to the trade at about twelve or fourteen shillings a hundred. That probably meant five or six shillings a bundle of twenty-five to the customer. No wonder that when steel pens came in, and as many could be bought for a few pence, the quill began to decline in favour.

Mr. Cooper's verdict is that the fountain pen and the death of "dutchmen" has given it its coup de grace, and that it will become in a few years an extinct industry.

SPIRITUALISM IN AMERICA.
SIR CONAN DOYLE'S EXPERIENCES.

Sir Arthur Conan Doyle says the statement attributed to him by the American Press in respect to possible communication with the spirit of the late President Harding is not entirely correct. He said he had been asked by American pressmen if it were possible to get into communication with the spirit of the late President Harding. "I told them that such communication was not immediately possible. After death the spirit needed a period of rest to prepare it for the experience that was ahead of it. In our experience and belief that period is about three days. I told my interviewers that it would be possible to communicate with the spirit of the late President after an interval of three days."

Sir Arthur said he was well pleased with his latest visit to America. He had delivered forty lectures in the United States, and he had also visited several large towns in Canada. A great change had come over the American people in regard to spiritualism. "When I first lectured on the subject in the United States both the Press and audiences regarded it with a comic attitude," said Sir Arthur. "Now they treat it with respect and a very deep interest. Spiritualism is now gradually penetrating in every direction. Once having familiarised themselves with the idea, people are anxious to learn all they can about it. What we want now is an altered law to separate 'legion' from 'real mediums.' It should be made possible for the spiritualistic churches to issue 'medium' certificates, which can be renewable every year, and which will be honoured by the police."

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BAGAD"	...	via Suez Canal	...	25th Sept.
S.S. "PERSEUS"	...	via Suez Canal	...	1st Oct.
S.S. "KARONGA"	...	via Suez Canal	...	15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON.

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Fr. Arr. at Hongk. and Sailing for Shanghai and Japan.	Probable Return from Hongkong for Marseilles.
AMBOISE	1st Oct.
CORDILLERE	15th Oct.
ANGERS	29th Oct.
CELE	12th Nov.
PORTHOUS	26th Nov.
ANGKOR	10th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ...	85.00.00	B CLASS (1st Class) ...	85.00.00
STEAMERS (2nd) ...	65.00.00	STEAMERS (2nd) ...	62.00.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. C.P. "LECOQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKIRK, about 10th Oct. and may eventually call at Liverpool, Valencia, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, Quai de Commerce.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	...	Capt. W. C. Pasmore	Tuesday, 25th Sept. at 1 p.m.
HAIPHONG	...	Capt. Ellis Walker	Friday, 28th Sept. at 1 p.m.
HAIPHONG	...	Capt. J. S. Thomson	Tuesday, 2nd Oct. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,

(General) Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 1 PEDDER ST., HONGKONG.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BORNEO, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"MANTUA"	10,802	5th Oct. Midnight	Star, Mars, Gib, L'don & A'werp.
"SOUHAN"	6,686	17th Oct.	Star, Penang, Colombo & B'way.
"KARNALA"	9,088	19th Oct.	Wars, London & Antwerp.
"CALEDONIA"	7,993	2nd Nov.	Star, Mars, Gib, L'don & A'werp.
"NELORE"	6,853	3rd Nov.	Mars, London & Antwerp.
"SICILIA"	10,941	14th Nov.	Star, Penang, Colombo & B'way.
"MALWA"	7,023	24th Nov.	Mars, Gib, London & Antwerp.
"KALYAN"	9,083	30th Nov.	do.
"SOUHAN"	6,686	13th Dec.	Star, Penang, Colombo & B'way.
"DEVANHA"	6,082	14th Dec.	Mars, London & Antwerp.
"KAISAR-UL-HIND"	11,430	25th Dec.	B'way, Mars, Gib, L'don & A'werp.

1924.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,949	28th Oct.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	29th Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	(Manila, Tharsis, Island, Townsville, Brisbane, Sydney & Melbourne).
"ST. ALBANS"	4,500	3rd Nov.	do.
"EASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"GRACCHUS"	3,750	25th Sept.	Shanghai.
"SODAN"	6,686	30th Sept.	Shanghai.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Ramsgate must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fare, Freight Handbooks, etc. apply to—

MACKINNON, MACKENZIE & CO., Agents.

11, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "CELTIC PRINCE"	...	on 2nd October
For Freight and full particulars apply to—		
FURNESS (FAR EAST) LIMITED,		
(Incorporated in Great Britain)		
St. George's Building		

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon
Singapore, Colombo, Durban and Capetown.BOMBAY AND COLOMBO—Call at Penang
"CANADA MARU" (Call at Montevideo) ... Friday, 2nd Nov.BOMBAY AND COLOMBO—Call at Penang
"BURMA MARU" ... Wednesday, 26th Sept.BANGKOK, HAIKOW & SINGAPORE.
"KINHO MARU" ... Tuesday, 2nd Oct.CALCUTTA via Singapore & Hongkong.
"MALAY MARU" ... Friday, 19th Oct.VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"ARABIA MARU" ... Wednesday, 3rd Oct.NEW YORK via Japan Ports, San Francisco and Panama.
"HAWAII MARU" ... Beginning of Oct.JAPAN PORTS—Moji, Kobe & Yokohama.
"CELEBS MARU" ... Friday, 25th Sept.KEELUNG via SWATOW & AMOY.
"SUMA MARU" ... Sunday, 30th Sept., Noon.TAKAO & SWATOW & AMOY.
"KADO MARU" ... Sunday, 7th Oct., Noon.TAKAO & KEELUNG.
"SOSU MARU" ... Thursday, 27th Sept., 8 a.m.TAKAO & KEELUNG.
"SOURA MARU" ... Thursday, 4th Oct.

Central No. 4993

OSAKA HOSEN KAISHA, Ltd., SHIMADA, Manager

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOY & SHANGHAI	"YINGCHOW"	On 25th Sept., D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 25th Sept., Noon
SWATOW & SINGAPORE	"CHENAN"	On 25th Sept., 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 26th Sept., 10 a.m.
MANILA	"TEAN"	On 26th Sept., 4 p.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 26th Sept., 4 p.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 26th Sept., D.L.
SHANGHAI	"SUIYANG"	On 26th Sept., D.L.
WEIHAWEI, CHEFOO & TIENHSIN	"HUIOHOW"	On 26th Sept., D.L.
SHANGHAI & TSINGTAO	"SUNNING"	On 26th Sept., D.L.
AMOY & SHANGHAI	"KANCHOW"	On 2nd Oct., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong, and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Peking, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

Telephone Central 83. (JOHN SWIRE & SONS, LTD.) Agents.

GO & PASSAGE CAN BE ISSUED AT THIS OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"TAIYUAN"	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Lights throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents. Telephone Central No. 85.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

(FROM HONGKONG BY DIRECT ROUTE.)

U.S.S.B. "West Carmona" ... Due Hongkong 2nd Oct. Leave Hongkong 3rd Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO SINGAPORE.

U.S.S.B. "West Cactus" ... Due Hongkong 29th Sept. Leave Hongkong 30th Sept.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA. 1st Floor, Queen's Building, Phone Central No. 8008. K. A. HEYUM, Res. Agent.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA"	...	sailing on or about 15th Oct.
S.S. "BOLTON CASTLE"	...	sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "VENEZIA"	...	sailing on or about 2nd Oct.
S.S. "FIUME-L"	...	sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA"	...	sailing on or about 2nd Oct.
S.S. "VENEZIA"	...	sailing on or about end of Oct.
S.S. "FIUME-L"	...	sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	...	sailing from Calcutta on or about 25th Sept.
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Regular Passengers and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to— DODWELL & CO., LIMITED, Agents. Telephone Central 1620.

24th September, 1923.

the 1990s, the number of people in the United States who are 65 years of age or older is projected to increase from 20 million to 30 million, and the number of people 75 years of age or older is projected to increase from 10 million to 15 million (U.S. Census Bureau, 1996).